

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

February 1984

STATEWIDE CONFERENCE PLANS PROGRESSING

Plans are going forward for the first Montana statewide Aviation Conference. The Conference, entitled "Aviation '84," is being sponsored by the Montana Aeronautics Board through cooperation of the Aeronautics Division. Chairman of the event is Ted Mathis, a member of the Aeronautics Board and manager of Gallatin Field at Belgrade.

The dates for the Conference have been tentatively set for June 22 and 23, 1984, and it will be held at the Ramada Inn in Billings.

The Conference will begin with a Friday evening registration, a general session and social hour. Saturday's agenda will include a luncheon speaker.

Mathis has written letters to various aviation groups in the state asking for ideas and suggestions for topics of discussion. It is anticipated that the various activities will appeal to the whole spectrum of aviation interests in Montana from the airline industry to individual pilots. Anyone having suggestions for agenda items is invited and encouraged to send them to Ted Mathis, Manager, Gallatin Field, Box 146, Bozeman, MT 59715.

To date, suggested discussion topics have included future funding for Aeronautics activities, which include funding airport maintenance and construction projects through the grant and loan program; safety and education programs; use of automotive gasoline in aircraft; and legislative issues for the 1985 session. There will also be time set aside for meetings of individ-

ual organizations. Also discussed have been the possibilities of special educational seminars and a Flying Companion course.

Future issues of *Montana and the Sky* will carry further information about the conference.

FAA Drops GA Reservation System

At midnight on December 31, the Federal Aviation Administration dropped the General Aviation Reservation (GAR) system.

The GAR was established after the August 1981 controllers' strike to cut back general aviation operations in much the same way as air carrier flights had been reduced through the allocation of landing slots at 22 key airports around the country.

The GAR procedure required general aviation pilots to obtain an air traffic control system reservation for instrument operations to and from airports in the northeast and north central United States.

The FAA has also proceeded to phase out landing restrictions on airline flights at the 22 major U.S. airports. Only four airports still have them. The FAA expects to drop restrictions by approximately April 1 at all but Los Angeles International, where flights will continue to be limited through the period of the summer Olympic Games.

Senate Stalls FSS Closures

The U.S. Senate Subcommittee on Transportation put a hold, at least until April 15, on the agency's efforts to consolidate 250 present FSSs into 61 automated facilities without honoring a mandate to provide equal or better service in the interim.

John L. Baker, AOPA president, commended the action and said, "It is clear that nothing contained in the FAA's recent report changed the mind of Congress, nor did we expect that it would."

During hearings on the report, AOPA's vice president for legislative affairs, W. Lawrence Graves, charged the FAA with ignoring aviation safety and utility.

The root of objections by AOPA, many members of Congress, user groups, and pilots is the FAA's insistence on closing FSSs and consolidating their services into supposedly "super" facilities years before automated equipment is even ready. Further, the new stations are not being located where they will provide the best aviation service or safety, but where the FAA is offered the best financial deal on the building.

AOPA, along with committees in both the House and Senate, continues to support modernization of the FSS system so long as it does not degrade service or safety. Baker said, "All we want to see is what the FAA originally promised 15 years ago — a modernized system with better service than that provided today and staffed by trained, experienced FSS specialists."

AOPA NEWSLETTER
January 1984

Administrator's Column

The Montana Aeronautics Board met February 8 and 9 to conduct a hearing to change the state commercial operators liability insurance requirements to match those required by the federal government. There was only one piece of evidence introduced, and this favored the change. There were no opponents. Jim McLean, attorney and Aeronautics Board member, served as hearing officer and he will submit a written draft of the proposed changes which were recommended by the Board during the next meeting for final approval and adoption. This hearing was held in conjunction with a regularly scheduled Board meeting. Other items of business the Board discussed included:

1) The statewide Aviation Conference being planned for June 22 - 23. Board member Ted Mathis, chairman of the Conference, gave a report on the planning progress.

2) Sondreson Airstrip closure. Board member Mike Strand reported that the U.S. Forest Service has postponed announcing their decision until after Congressman Ron Marlenee has had an opportunity to inspect the airstrip. The Board is on record as strongly opposing the closure.

3) West Yellowstone weather station closure. The Board reviewed the West Yellowstone Chamber of Commerce request to remove the national weather station at West Yellowstone, citing bad publicity which arises from nationwide announcements of low temperatures. They feel this discourages tourism. The Board's concern addressed the resulting impact on the aviation activity at the West Yellowstone Airport if the weather station were to be closed down. It was unanimously felt that the results would be extremely detrimental to both airline and general aviation activity at the airport and, inasmuch as the airport is a state owned facility operated by the Aeronautics Division, they are strongly opposing closing the weather station.

4) EAS. Board member Maurice Sandmeyer reported on the February 1 hearing in Washington, D.C., in which he testified before the House Subcommittee on Aviation on behalf of the Board. He expressed the state's concern over discontinuation of the 419 subsidy program for small communities in 1988 and the CAB's functions after their sunset in 1985. It is the Board's position that the subsidy should be continued through 1993 and that the CAB's functions should be transferred intact into whichever government agency is decided upon. The Board is very concerned that the present CAB's functions may be fragmented, resulting in serious degradation to the small community air service program.

The Board has decided to hold their next meeting in Billings on April 17 in response to an invitation from MAMA President Joe Attwood. MAMA is hosting the annual Combined Airports Conference in Billings April 17 - 20. The Combined Airports Conference includes seven northwest states. The Board felt that inasmuch as some of their members and the Aeronautics Division staff plan to attend the conference, it would be an appropriate time and location to hold their April meeting and that this would give all of the members an opportunity to meet other state and federal officials as well as many airport managers from throughout the northwest region.

* * * * *

I attended the MATA convention held January 26 - 28 in Billings at the Holiday Inn West. Many pertinent and interesting topics affecting aviation trades were presented by several guest speakers. (See more on the MATA convention elsewhere in this publication.) Bob Palmersheim, MATA president, also served as convention chairman. I would like to congratulate Bob and those who helped him in putting on a well planned and successful convention.



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Polson Pilot Dies in Airport Shooting

The Montana aviation community has mourned the loss of pilot Harry Lee Shryock, Jr. of Polson who was killed in mid-January at the Polson airport. Shryock was shot by a gunman after he volunteered to take the place of a young boy being held hostage. The gunman had demanded a plane and pilot to fly him out of Polson.

Shryock was born and raised in Ohio and learned the carpentry trade there. He joined the Army Air Corps in 1940 and piloted B-24s in the Middle East during the war. He also trained crews as a flight instructor and flight commander. He was recalled to active duty in 1951 and flew B-29s in Korea. He retired in 1971. While with the military, he trained pilots for multi-engine aircraft and flew aerial fueling support for fighter jets in Vietnam.

Shryock and his family moved to Polson in 1973. He returned to carpentry and also flew part-time, working on an on-call basis for Stene Aviation. He listed over 10,700 hours of flying time and was both commercial and instrument rated. Many Montana pilots will remember his assistance to the Montana Aeronautics Division at the 1983 Mountain Search Pilot Clinic, during which he helped to ferry participants to back country airstrips for portions of their training. He held an associate degree in architectural drafting and was involved in the Experimental Aircraft Association.

Shryock is survived by his wife, five children, and six grandchildren. In the words of the Stenes, for whom he worked, "He was a great part-time pilot for our firm and is greatly missed."

Please Note . . .

The FAA reminds Part 135 operators that, while automotive gasoline has been approved for use in some aircraft, such automotive gasoline is **not** authorized in aircraft used for passenger carrying operations.

MPA Board Meeting Held

The Montana Pilots Association winter board meeting was held as scheduled at Chico Hot Springs on January 14.

By-law changes headed the list of discussion topics. A proposed east/west boundary change would redistrict the state to make more equal representation. The present boundary line runs west of Havre, east of Great Falls and Helena, but west of Bozeman, making the Bozeman Hangar in the eastern division. The change would use the 110th meridian as the boundary. This meridian runs west of Havre and Lewistown and east of Livingston. Another by-law change would combine the offices of secretary and treasurer.

A major project this year has been to increase MPA membership. Toward this end, the Board is working on a program that will offer a fuel discount to MPA members through cooperating FBOs. About six FBOs have agreed to participate in the project so far. Any FBOs who might be interested in this project should contact Nils Pearson, Helena, who is in charge. Nils can be reached at 442-3050 (business phone) or at 442-4720. More complete details of this project will be announced later.

Mr. Jim Flynn, director of the Montana Department of Fish, Wildlife and Parks, discussed the Seeley Lake seaplane base controversy. Mr. Lewis Lindemer, owner of the proposed seaplane base, had appeared before the MPA Board at their October meeting.

The Board also discussed the upcoming Montana statewide Aviation Conference. Aviation groups had been asked by the Conference Chairman Ted Mathis to submit at least three topics of concern which they felt should be included in the Conference agenda. Topics submitted by the MPA Board include maintaining adequate funding for Aeronautics and funding for airports in an effort to maintain and improve airports in the state through grants and loans, safety and

education programs, and availability of automobile gas on airports.

The spring Board meeting will be held in conjunction with the MPA state convention which is scheduled for June 1 - 3 in Lewistown. Plans for this convention will be announced as they become more complete.



CALENDAR

Feb. 28 - March 1 — Aircraft Mechanics Refresher Seminar, Coach House East, Helena.

March 2 - 4 — Winter Survival Clinic, Helena and Lincoln.

March 10 — MAAA meeting, Topper Motel, Bozeman.

March 23 - 25 — Flight Instructor Refresher Clinic, Coach House East, Helena.

April 18 - 20 — Airports Conference, Billings.

May 20 — MFF Man and Woman of the Year Fly-In, Moccasin.

June 1 - 3 — MPA Convention, Lewistown.

June 22 - 23 — Statewide Aviation Conference, "Aviation '84," Ramada Inn, Billings. (Tentative)

July 13 - 15 — Northwest Regional Super Safety Seminar, Wenatchee, Wash.

July 14 - 19 — IFF Convention, Convention Centre, Winnipeg, Manitoba.

July 21 - 22 — Schafer Meadows Fly-In.

Aug. 5 — Aviation Day, Missoula.

Sept. 7 - 9 — MAAA Fly-In, Three Forks.

Sept. 14 - 16 — Reno Air Races, Reno, Nev.

Sept. 21 - 23 — Mountain Search Pilot Clinic, Kalispell.

Sept. 22 — Jackpot Air Race. (Contact Patti Thompson in Great Falls at 452-8800.)

(NOTE: Please send announcements of upcoming aviation events for inclusion in the calendar.)

Billings Hosts MATA Convention



Bernie Geier, manager of the General Aviation and Commercial Division of the FAA in Washington, D.C., speaks to MATA members at the Friday banquet.



Ed Obie, Sr. was selected FBO of the Year and here is presented a plaque by Bob Palmersheim.



Enjoying the social hour are Martin Elshire (back to camera), Jeff Morrison, and Gary Woltermann.



Bernie Geier (right) receives an appreciation plaque from Bob Palmersheim.



Bob Palmersheim received plaques for his work as president of the organization and as convention chairman. Here he is congratulated by Ed Obie, Jr.

New officers of the Montana Aviation Trades Association were elected during their annual convention held January 26 - 28 in Billings at the Holiday Inn West.

Agenda topics included agricultural applications; search and rescue and satellite tracking of ELTs; an update on activities of the Montana Aeronautics Division; business management; discussion by the FAA on air traffic control, turbulence, and other items of interest; and panel discussions. Featured speaker at the banquet on Friday

evening was Bernie Geier, manager of the General Aviation and Commercial Division of the FAA in Washington, D.C. Geier gave MATA members an update on the regulatory processes for general aviation.

Officers elected for 1984 include: President — Phil Cadwell, Bozeman; Vice President — Steve Vold, Missoula; Directors — Gary Martin, Glasgow, Jim Stroh, Havre, John Stene, Polson, Mike Biggerstaff, Stanford, and Bob Palmersheim, Billings. Karen Lathrop continues as Executive Secretary.



Members of a panel discussion group are (from left) Jeff Morrison, Helena; Ted Mathis, Bozeman; Joe Attwood, Great Falls; Bruce Putnam, Billings; Mike Strand, Kalispell; and Harold Handke, FAA, Helena.



NAAA representative Wayne Turner, Big Sandy, made several presentations to aerial operators. In the photos above (from top) he congratulates Gary Martin, Glasgow; Andre Morris, Dillon; Gene Mendel, Malta; and Phil Cadwell, Bozeman, who is also the new president.



Lining up for the cameraman were (from left) A.V. "Speed" Normand, who spoke on satellite tracking of ELTs; Bob Palmersheim, 1983 president of MATA and convention chairman; Bernie Geier, FAA from Washington D.C.; and Dick Van Luchene.



Adding a touch of class to the proceedings are (from left) Rose Van Luchene, Sue Vold, and Ruby Elshire.



In order to shoot a photo of Bill Rogers, Lewistown (left), the photographer had to cover the glare shining from Gene Mendel's head!



Enjoying a dance after the banquet are FBO of the Year Ed Obie, Sr. and his wife Dorothy.

Free and Correct



**By: Patty Mitchell, Supervisor
Aviation Safety & Compliance**

The use of a check list is emphasized throughout the private pilot training. When learning to fly, everything seems so complex, and there seems to be an endless list of seemingly trivial things to look at, both during the preflight and before takeoff check.

As we begin to feel confident after our private check ride, the use of a check list seems needless. We can go out and do a two to three minute preflight and a rolling check list. After hours of doing this very thing, nothing has gone wrong, so our complacency grows.

The number one cause of general aviation accidents is blamed on inadequate preflight. This includes everything from removing the flight control locks, fueling mistakes, coke cans under the rudder pedals, or a purse or bag that wraps itself around emergency landing gear in your Bonanza or around the control stick in your Cessna. It is easy to get into the habit of a fast walk-around if you are flying the same airplane each time.

The use of a check list in the cockpit before takeoff is important insurance that you do not forget something. If you do not use a written check list, at least have one that follows a logical order in your mind. Many times I have flown with a pilot on a biennial flight review and had to remind him to put the prop forward or set the heading indicator,

trim, etc. I have asked my students to write their own check list so it becomes a logical part of their before takeoff procedures. A before takeoff check list is even more important for the instrument student or pilot.

Recently a brand new Piper Navajo crashed on takeoff due in part to improper preflight action and pretakeoff check. In the Piper check list are the words, "Flight controls free." In this case the flight controls were free but not correct. They were rigged wrong, either backwards or both deflected up or both deflected down. Both production test pilots were killed in the crash and fire. Had they asked themselves if they were free and correct, or noticed the control movement on the preflight, this accident could have been prevented.

If you do not fly every week, use a written check list. It seldom takes any longer and guarantees you will not forget something. If you fly often, use your mental check list, but back it up with a written list or at least be careful to check everything slowly and carefully. Also, do not forget to use a landing check list. I like to use "GUMPS": gas, undercarriage, mixture, props, seatbelts. Use whatever works best for you.

Remember, take your flying seriously. Check everything you can while on the ground. A few extra seconds can mean the difference between a safe flight and disaster.

Scholarship Applications Sought

Applications are being accepted for the 1984 Jack W. Van De Riet Memorial Flight Training Scholarship. The \$200 scholarship is to be used to help defray costs of flight instruction for a deserving Montana pilot. Letters of application should be sent to the Montana Aeronautics Division, Box 5178, Helena, MT 59604. Applications should indicate reasons for applying, future career goals, and past aviation experience. Deadline for applications for the 1984 award is June 1.

A Special Thank You . . .

to the many pilots, fixed base operators, law enforcement officials, and just plain "good neighbors" who assist us, usually in the wee hours of the morning, in tracking down errant ELTs.

The accuracy of the satellites monitoring 121.5 MHz and reporting the ELT's location is uncanny. It now allows us to go directly to that airport or ranch/flying farmer with reasonable certainty that the aircraft will be found — usually at night.

It is here that the willingness and cooperation of those involved is appreciated and admired by this office. Quite often we have to get the sheriff out of bed and start calling the area pilots. This means those with aircraft must go out and check their own planes and report back. These people will often call their neighbors to have them do the same.

Airport hangars and fixed base operators also provide these inspections for their airports.

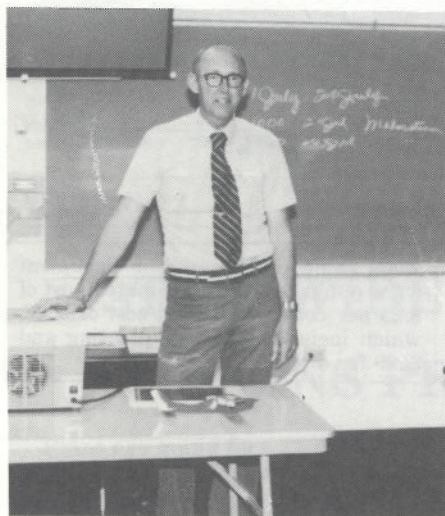
While we may not like waking people at all hours, and while most ELT signals received are not emergencies, there's always the chance that someone is lying out there needing medical attention. So the phone calls in the middle of the night will continue.

From all of us with the Aeronautics Division who have weekend search and rescue duty — THANK YOU!

**Jerry Burrows
Aviation Representative**



TEACHER WORKSHOPS BEING PLANNED



Montana teachers have a great opportunity to learn more about aerospace education through the Aerospace Education Teacher Workshops sponsored each summer by the Montana Aeronautics Division.

The workshops are offered for college credit through eight Montana colleges and universities. Highlights of each workshop include an actual flight experience, a presentation by a visiting NASA representative, and other guest lecturers including members of the U.S. Air Force, the Navy, and other educators.

The Montana Aeronautics Division will provide a scholarship stipend for each selected Montana teacher who is currently teaching in an elementary or secondary Montana school. The scholarship stipends are paid directly to the college or university to help defray the cost of the course. Each workshop is limited to 30 scholarship recipients. The workshops carry three or four quarter hour credits and prove to be extremely interesting and rewarding.

Directors, schools, and dates of the workshops are listed below. Application forms should be requested directly from the workshop director or school.

College/University	Location & Dates	Director
Montana Tech	Butte — June 11-29	Robert Conklin 494-3902
Montana State University	Bozeman — June 13-17 June 20-24	Stan Easton 586-0410
Eastern Montana College	Great Falls — June 14-22	JoAnn Eisenzimer 468-2338
Eastern Montana College	Billings — June 18-29	EMC Continuing Education Office 657-2287
Carroll College	Helena — June 11-22	Pat Johnson 443-2240
Northern Montana College	Havre — June 20-22 June 27-29	Ron Kologi 265-9094
University of Montana	Kalispell — June 11-29	Russ Larson 857-3304
Dawson Community College	Glendive — June 18-22	Kristy Bick 256-0043

Airline Traffic Increases in 1983

Airline passenger traffic through Montana's major air carrier airports showed an across the board increase, according to information recently received from the Montana Airport Managers Association.

Kalispell showed the largest percentage increase, going up 21.9% to a total of 50,469 boardings. Gallatin Field's 16% increase to 72,453 passengers broke the previous record of 70,253 boardings set in 1980. Third in percentage increases was Missoula with a 15% increase to 114,984 passengers — another record. These three were followed by Helena at 7.2% and 52,349 passengers, Billings at .4% and 341,853, and Butte with a .2% increase and 32,146 passengers.

Activities at the state's air carrier airports include: a small remodeling job on the terminal building at Glacier Park International, plus the construction of an airport equipment storage building, a corporate hangar, and an aircraft maintenance repair facility there; preparation at Helena to construct a new T-hangar development area, purchase a new communications package and a quick response vehicle, and develop a utility plan; and a major update of their Master Plan by the Billings airport.

On the national level, domestic and international scheduled airline traffic increased 6.5% in preliminary results for 1983 as reported by the Air Transport Association of America.



CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Duane Swanz Billings
Bobby Mills Billings
Bernard London Miles City
Bernarhard Raudszus Forsyth
Willis Cleveland Great Falls
Marla Knudson Great Falls
William Gernaat Great Falls
Theodore Reinbold Darby
Marlene Keller Kalispell

COMMERCIAL

Henry Clinton Helena
(Helicopter)

ATP

John Link Billings

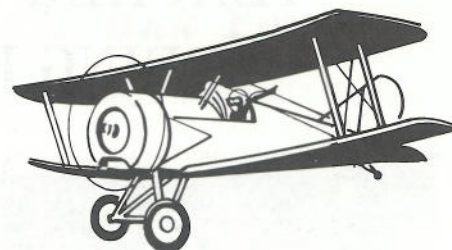
WINGS

Phase I

John Stene Polson

Phase III

Kay Roam Billings



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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